The Chicago Tribune.

VOL. 25. CHICAGO, THURSDAY SEPTEMBER 28, 1871. NO. 53.

POLITICAL.

Republican State Conventions in Massachusetts, New York, and Virginia.

William B. Washburn Nominated for Governor of the Former State.

He Declares that He Accepts the Action as Final, and will Abide the Result.

Withdrawal of Greeley Delegates from the New York Convention--Adjournment to To-Day.

The Democratic Situation in New York City.

The Democratic Movement to Nominate Chase for the Presidency.

Resolutions Adopted by the National Colored Convention at St. Louis.

Minor Conventions in the Western States.

MASSACHUSETTS REPUBLICAN STATE CONVENTION.

THURSDAY ORGANIZATION.

WORCESTER, Mass., Sept. 27.--The Republican Convention organized by electing Hy. Wilson, of Natick, as temporary President, and Wm. S. Merrill as Secretary.

SECURE A DELEGATE.

In motion of Governor Bullock the galleries were cleared soon after the organization was completed.

COMMITTEE ON CREDENTIALS.

A Committee on Credentials was appointed, in accordance with a programme previously laid out.

A BRIEF RECESS.

Attorney General Hoar and Hon. H. L. Dawes were greeted with considerable applause.

THE NOMINATION OF GOVERNOR.

Mr. Dawes moved that all delegates be admitted to vote for the credentials of persons who may be reported by the Committee until the convention acts upon the claims of such delegates.

Agreed to in support of the motion was Col. Russell Bullock, who said that the convention would be unanimous in its nomination, whoever should be selected.

Mr. MADDOX FOR SOUTH WORCESTER.

Mr. Maddox, the nominee of the Democratic party for Governor last year, was then announced as a delegate from South Worcester.

Mr. Maddox was received with considerable applause.

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SECRETARY BOUTWELL.

The New York Bulletin gives expression to the prevailing sentiment of the business men of the United States in the following paragraph concerning the Secretary of the Treasury:

> Great regret will be expressed throughout the country that Secretary Boutwell should have failed to secure the passage of the bill for the issue of legal-tender notes in exchange for bonds. Such a bill would have relieved the business community from the present stringency in the money market, and would have enabled the Secretary to purchase bonds for the sinking fund at a much lower rate than he will be compelled to pay for them under the present law. The failure of Congress to pass the bill is to be deplored, and will be regarded as a public misfortune. Mr. Boutwell has done all that he could to secure the passage of the bill, and has left no means untried to induce Congress to adopt it. He has urged it upon the Committee of Ways and Means, and has had interviews with members of Congress on the subject. He has also addressed a letter to the Chairman of the Committee, in which he has set forth the reasons why the bill should be passed. He has done all that he could do, and the failure of Congress to pass the bill cannot be charged to him. It is to be hoped that Congress will reconsider its action, and pass the bill before it adjourns.

It is probably but a long time before a majority of the people of the United States will agree to pass and enforce a law limiting the ownership of land by any person to 160 acres. A great many farmers own and cultivate more than 160 acres each, and nearly all farmers desire and hope to own more; while the inhabitants of towns and villages are quite indifferent whether landowners hold 160 acres or 1,000. But, novel as the proposition of the Baxter Springs meeting is, it is not at variance with any sound principle or political or social economy. Such a law would be vastly beneficial to England. It is as applicable to the United States at the present time, because there is so much land still unoccupied, which can be had by actual settlers for the more asking.

The revocation of all grants of lands to railroads is simply impossible. In most cases these lands are mortgaged for money to build the roads. The rights of third parties have intervened, and these rights are as sacred as any body's rights. If the government has done wrong in making these grants, it can change its policy and make no more. There seems to be a general concurrence of public opinion that it is time to stop, and to all such cases where a railroad grant has lapsed by reason of non-fulfilment of its conditions, Congress should refuse to renew or extend it. But it is as far beyond the power of Congress to annul grants already made, and not forfeited by the grantees, as it would be to repudiate any other contract.

Inasmuch as there is already an act of Congress securing to actual settlers on the public lands one quarter-section each, free of cost, with a vested right from date of settlement, it is not exactly apparent what else the resolution-makers at Baxter Springs want on that score.

The project for making money plenty by abolishing the National Banks and issuing legal-tender notes to everybody who wants them, has been so often discussed and exposed as a ballonette scheme that it is not worth while to give it any further attention until it comes up in such shape as to constitute a serious menace to the country. It cannot be considered much, in the shape it has taken at Baxter Springs.

"SHORTAGE" IN THE BOSTON GRAIN TRADE.

Boston, after several years of gloomy commercial foreboding, has lately experienced a cheering interval of trade, and secured additions to her facilities which promise very favorably for the future. Of these the most important are the return of the Cunard weekly steamers to Boston as a port, and the establishment of a large elevator and warehouse at the docks, enabling the grain from the West and the merchandise bound hither from Europe to be transferred more readily than at any other port. With these and other sensible improvements in the facilities of existing lines, with the Hoosac Tunnel within 9,500 feet of completion and progressing 600 feet per month, with her merchants and capitalists awakened to a sense of the hour's responsibilities, and with New York indirectly aiding them by her own corrupt levies upon commerce, Boston certainly has reason to anticipate a season of perhaps unprecedented prosperity during the next few years.

This prospect is not, however, an entirely unclouded one. The trade in grain, which increased very much lately between Chicago and Boston, is now found to be afflicted with the same drawback of excessive shortage which gave our shippers so much trouble in the lake trade three years ago. That trouble was settled in the wisest manner by the arbitration whereby the shippers, having first had the grain weighed out to them at the Chicago elevators, under the supervision of an inspector of their own selection, agreed, on every bill of lading, to deliver the cargo at Buffalo or Oswego free of shortage. This did away at once with all chance for unreasonable charges in that regard, founded upon the theory that elevator people are prone to cheat as sparks to fly upward. It also made the rules of the grain-carrying traffic conform to the analogies of the carrying business generally, which make the carrier solely responsible for the delivery, in good order, of *all* which he receives for transportation. This rule proved to be so popular and satisfactory that some of the railroad lines competing for the grain-carrying business between Chicago and New York have adapted it to their business, and shortage—a word which has become odious to the Western shipper of grain—had become nearly obsolete.

It would seem, however, that it is not yet entirely so. From intelligence published yesterday in our commercial columns it appears that, on certain recent consignments of wheat to Boston from this city, excessive shortage has been charged, amounting, in the case specified yesterday, to 119 bushels in a lot of 5,000 bushels. This is a waste or an extra charge upon the shipper or consignee of the goods amounting to 2½ per cent of the whole consignment. It is not much—as much as the railroads running eastward from St. Louis are in the habit of charging—but it is only ten times as great as it ought to be. It is, moreover, enough to turn the stream of grain traffic back to its old channel toward New York, unless the additional levy for shortage by the lines which connect with Boston shall be speedily abated. One bushel in four hundred in 1,000 miles—the distance in round numbers from here to Boston—is a maximum of the waste which experience has found to be unavoidable, by the superior methods now in use for checking loss and "stealage" of grain in transit. This is one-quarter of 1 per cent, or one-tenth the sum charged on the recent shipment to Boston. Any shortage beyond this is, of course, a disguised extra charge for freight, and an imposition to which the grain business will not submit, so long as it has the remedy in its own hands.

The lot of grain which we have mentioned was carried by the Blue Line—one of the fast freight lines which ply between Chicago and the East—over the Michigan Central, Great Western, New York Central, and Boston & Albany Railroads. There are various other routes by which wheat can be carried to Boston, the most natural being, apparently, by propeller to Oswego or Ogdensburgh, and thence by rail to Boston, going over the Boston & Albany or the Vermont Central Railway. The more northerly of these lines has a complete route of its own, composed of the North Transportation Company's boats and the railroad of the Vermont Central Company; but we do not learn that either of them, or any of the transportation companies operating between Chicago and Boston, are guaranteeing weight, as some of the lines by rail and lake, to New York are doing. Of course, under these circumstances, New York will get the trade. Chicago is in the attitude of a party who has something to sell, and is only interested to sell it to the party to whom he can deliver it the most cheaply, and get the most for it when delivered. It is the business of Boston, and more especially of the carrying concerns depending upon Boston business, to secure the name of increased shipping. Western produce to Boston that New York wants offer, or rather, if possible. Chicago feels most kindly toward Boston, and will co-operate heartily in any steps that may be taken toward such an end. Indeed, our shippers have already done much by establishing the system which abolishes the shortage nuisance on the lakes, thereby showing how it can also be done on all routes of transportation.

The death of Louis Joseph Papineau, the leader of the Canadian rebellion of 1837, in the advanced age of 88, was announced by telegraph yesterday. This celebrated agitator was born in 1789, at Montreal, and lived to the profession of the law. His agitations, and those of his associates, in behalf of colonial (or, more properly, French colonial) rights and, finally, of Canadian independence, were commenced as early as 1818, and continued, almost without interruption, through the twenty years preceding the armed outbreak which terminated so disastrously almost as soon as begun. During the most of that period Earl Dalhousie was Governor of Lower Canada, and to propitiate Papineau made a place for him upon his Executive Council. This was declined, however, and Papineau went on with his agitation, particularly in the constant strife which went on between the Governor and the Colonial Parliament, of which Papineau was a member, and generally Speaker, for twenty years. In the settlement of the affairs pertaining to the revolt of 1837 Papineau was banished, and spent several years in France before receiving the amnesty which permitted him to return to Lower Canada, there to spend in seclusion the remainder of his days.

Although not the greatest, Mr. Papineau was the most conspicuous Canadian of the present century; and the consequences of his acts led to the downfall of the Earl of Durham, and to the mobbing of Lord Elgin, two of the finest accomplished and high-toned statesmen of the age in which they lived. Lord Durham was sent to Canada to restore peace to the country after Papineau and his followers had been put down. Instead of lagging the leaders, whose lives had been forfeited by acts of treason, he banished them to Bermuda. He had no authority to interfere with the due administration of law. Accordingly, he was assailed in Canada for the exercise of mistaken clemency, and in England for the assumption of undue powers. Between the two classes of assailants he was recalled, and shortly afterward died from excessive labor, anxiety, and mortification. Ten years later (in 1849) a bill was passed by the Canadian Parliament to pay the losses of loyal subjects incurred in the Papineau rebellion. The bill was so worded that it might include also the losses of rebels. Lord Elgin, then Governor General, was appealed to to withhold his assent from the bill, but from a sense of the constitutional obligations of 1841. He was Governor from 1847 to 1851, succeeding Sterling Price as governor of Missouri. He was the first governor who ever visited the Pacific coast. He was broke out in opposing the Union cause and entered the army, but his failing health prevented him from remaining in the field.

—The Kansas City *Journal* of the 25th says:

> "Many of our readers will remember that about a year ago Mr. Jasper Hodge, of Jackson Township, in which A. M. Sinclair was killed, and a man named Gardner was shot by another man named Sinclair, was murdered in his bed. He was shot while asleep, and the deed was almost universally believed to have been made by friends of both parties, and yesterday Mr. Hodge's widow married Mr. Purnell, who is a near neighbor of Hodge's, and also a near neighbor to Sinclair Township, when young Samuel Gardner, one of the murdered men, was living with his father. Knobbar that he intended to kill him, and, pulling out a revolver, commenced firing. Knobbar also drew a revolver and returned the fire. Both revolvers were fired on both sides, Gardner receiving one ball in his breast and another in his head, from the effects of which, it is said, he cannot possibly recover. Mr. Jasper says that he heard but two shots, as several one or two bullets were fired almost simultaneously. Knobbar, being unarmed, fled, and Gardner followed him for a short distance, but, finding he could not overtake him, returned to the house and told his son, who was then drowned, and Mr. Jasper, that he had shot Knobbar, and that he intended to kill him also. Knobbar, finding his life in danger, fled to the house of a neighbor, and, being unarmed, escaped. Gardner, finding that he could not kill Knobbar, committed suicide and died three hours afterward. Mr. Jasper says that he feared Gardner, as he thought as much of his life as they did, even if he was an old man. He was about 75 years of age."

—The Dodgeville *Chronicle* learns that the wife of Thomas Powell, of the town of Ridgeway, committed suicide on Tuesday of last week, by shooting herself through the left breast, near the heart, with a revolver. No cause has been assigned for the fatal act, except a slight aberration of the mind, thought to have been caused by the sickness and death of her child. Mrs. Powell was 28 years of age.

RUINED.

> The Grand ——— ge Fire of the 8th says:
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> "George Vanderpool ——— upon us yesterday and, we had quite a little luck together. There is an air of desolation about the whole place. Let about less than desolation complete of course. Below the bridge the buildings are scattered as if he were not afraid to set something he might not. Above the bridge it is different. Here is the heart of business at Kalamazoo. He is reckoned as to his future, except that he will live in Kalamazoo, and that he will be a rich man. Some of the losses are honorable sculptial of crime; by a jury of his countrymen, but he wishes to remain. Many of the buildings were of wood, and, being thin often of brothers, but he wishes to remain. Lower Canada; there to spend in seclusion the remainder of his days.

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REPORTS FROM THE COURTS.

Suit Commenced to Recover the Missing School Funds.

J. Young Scammon and the Marine Company Made Defendants.

A Wealthy Cuban in Search of Eight Acres of Land on West Lake Street.

Record of Trials in the Criminal Court.

CIRCUIT COURT.

ASSIGNMENT—PARTITION CONTEMNED.—[A decree was entered in this court confirming a partition between Richard L. McMurphy as receiver, and Lucy A. McMurphy, and a number of others, of the following property: Lots 12, 8, 1, Brown's subdivision of the north half of Block 30, Cook Trustees' subdivision of the west half of Section 16; Lots 1 and 2 of the northeast quarter of Section 20, 39 N., 14 east 3, and improvements, valued at $6,000; Lots 13 and 14, Block 16, Canal Trustees' subdivision of the west half and the west half of the northeast quarter of Section 17, 39, 14 east, valued at $5,400; the southwest quarter of Section 8, N. 39, 14 east, and improvements in the northeast corner, valued at $2,000; the southeast quarter of Section 7, Hancock County, valued at $6,160; the southeast quarter of Section 6, 6, 7 and 8, in Hancock County, valued at $6,160; the southeast quarter of Section 18, 6 north, 7 west

GAMES AND PASTIMES.

The Rockford Club Forfeit a Game to the White Stockings.

Harry Wright and the Chicago-Haymaker Difficulty.

The Red Stockings at Cleveland and Olympics at Troy.

BASE BALL.

A respectable game to the warms. About 500 persons were assembled at the Lake Shore Park, yesterday afternoon, to witness the game between the Rockford and Chicago Hatchets. The latter having been beaten at the rate of 21 to 2 on the previous day, it was thought that they would make an extra effort to redeem their honor in the contest. After Mr. George W. Kinsley had been chosen umpire, the game began with the Hatchets at the bat, Mark going to the front in a most gracefully easy manner, followed at first on a fair position at the home base. Among the Rockfords were Hastings, Captain of the Rockford nine called to the "Plate," and entered an objection to the decision of the umpire. Pretty close, of recent make, was rejected by Hastings, and Hastings positively declined to go on with the game until this was done. Among the Chicagos, Hastings positively declined to go on with the game until this was done. Among the Chicagos, Hastings positively declined to go on with the game until this was done. Among the Chicagos,